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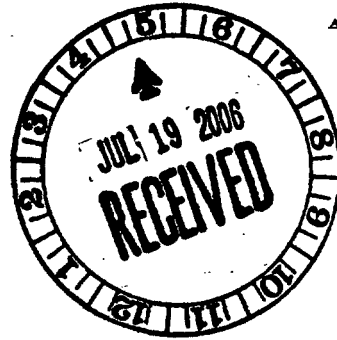
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223-9738

July 19, 2006

ENTERED
Office of Proceedings

Vernon A. Williams
Secretary

Surface Transportation Board JUL 19 2006
Washington DC 20423



Re: Finance Docket No. 34830, ^{Part of} ~~Kansas City~~ ^{Public Record} Transportation Company
LLC--Lease and Assignment of Lease Exemption--Kansas City
Terminal Railway Company and Kaw River Railroad, Inc.

Dear Mr. Williams:

This is a reply to the June 28, 2006 submission made by Kansas City Transportation Company (KCTL) in response to the Board's May 30, 2006 order in this proceeding (KCTL/KRR). This reply to KCTL's submission is on behalf of Brotherhood of Locomotive Engineers and Trainmen (BLET). Although not served with the KCTL's submission, this reply is being filed in accordance with the invitation in the Board's May 30 order.

1. The present issue is not whether KCTL, a wholly-owned subsidiary of Kansas City Terminal Railway Company (KCT), properly invoked the non-carrier class exemption so as to lease tracks from its parent KCT, and take by assignment operating rights of Kaw River Railroad, Inc. (KRR) on both the KCT and Kansas City Southern Railway Company (KCS), although BLET strongly opposes and will seek to revoke (if necessary) the exemption. At this time, the sole issue is a gratuitous footnote, inserted by the Board on March 22, 2006 (as amended May 30), in its publication of the KCTL notice, that KRR's operation as contract operator for KCTL will require KRR to request Board authority prior to commencing operations. KCTL/KRR, 71 Fed. Reg. 14576 (Mar. 22, 2006). KRR is performing service on the terminal trackage, purportedly as contract operator for KCTL, without seeking Board approval, and has done so since about March 1, 2006, without Board enforcement action.

2. BLET's position is that acquisition and operation of the trackage by KCTL or KRR is excepted from Board authorization as switching trackage by 49 U.S.C. 10906. Moreover, as a non-carrier, the KCTL lease of any KCT switching tracks would not require approval under 49 U.S.C. 10906, 11323. Cf. F.D. No. 32238, The Atchison, Topeka and Santa Fe Railway Company and Gateway Western Railway Company--Lease Exemption--Kansas City Terminal Railway Company, 2 n.4 (not printed) (served Feb. 24, 1994) (ATSF/GWWR/KCT). (Appendix 1). Of course, the entire KCTL acquisition/operation is a fiction. KCTL performs no operations on the trackage, just as its parent has performed no operation since 1994. (Our check of the OPSP publications for the past 10 years fails to indicate KCT as an operating carrier). See also: ATSF/GWWR/KCT. Appendix 1.

3. BLET views the controversial footnote, issued the day before oral argument in the U.S. Court of Appeals, reviewing the Board's KRR decision in Finance Docket No. 34509, Kaw River Railroad, Inc.-Acquisition and Operation Exemption-The Kansas City Southern Railway Company (not printed) (served May 3, 2005) (Kaw River), as a ploy by STB and its staff/counsel in the judicial review proceedings.

4. The Board's May 30 order is directed to the status of KRR, the contract operator. However, KRR has not responded to the Board's order. KRR is, of course, a common carrier elsewhere over certain BNSF trackage, which it acquired/leased a year after Kaw River. See: Kaw River Railroad, Inc.-Lease and Operation Exemption-BNSF Railway Company, 70 Fed. Reg. 25156 (May 12, 2005). KRR did not issue tariffs, or become a party to the industry OPSL tariff for its acquisition/operation of the involved Kaw River trackage subsequent to June 1, 2004; and KRR has not issued tariffs for the trackage subsequent to March 1, 2006. KCTL claims KRR was a common carrier for the involved trackage under Kaw River, but that KRR became a contract carrier subsequent to KCTL/KRR. This is absurd. KRR has been a contract agent in both instances.

5. BLET on May 1, 2006, commented on certain of the citations advanced by KCTL in KCTL's April 25, 2006 letter requesting clarification of the March 22 footnote, indicating BLET's view that unopposed notices of exemption stating future intentions beyond the transaction being noticed for exemption, did not constitute an agency ruling on the future transaction. However, KCTL on June 28, 2006, has come forward with additional citations, indicating the Board may find contract/agency rail carrier transportation, standing alone, to be outside STB authority. Bulkmatic R.R.-Acquire and Operate-Bulkmatic Transport, 6 S.T.B. 481 (2002) and 6 S.T.B. 878 (2003). Cf. Central Illinois R.R. Co.-Lease and Operation-BNSF, 6 S.T.B. 362, 364 (2002). The definition of "rail carrier" subject to the Board's jurisdiction is a common carrier. 49 U.S.C. 10102(5)-not a contract carrier or switching agent for a line haul carrier. Finance Docket No. 34277, H&M International Transportation, Inc.-Petition for Declaratory Order, 3 (not printed) (served Nov. 12, 2003); Finance Docket No. 34040, Riverview Trenton Railroad Company-Petition for an Exemption From 49 U.S.C. 10901 to Acquire and Operate a Rail Line in Wayne County, MI, 9 (not printed) (served May 15, 2003). A single entity may be a common carrier in one location, and a contract carrier at another location. Finance Docket No. 34252, Union Pacific Railroad Company-Operation Exemption-in Yolo County, GA. (not printed) (served Dec. 5, 2002). Cf. Conrail Abandonment in Jeannette, Pa, 366 I.C.C. 384 (1982); Consolidated Rail Corp.-Petition for Declaratory Order, 1 I.C.C.2d 284 (1984).

6. KCTL did not respond to the Board's May 30 inquiry with respect to "each entity involved in providing the service, including issuance of bills of lading, etc.....and any other activities relevant to the proposed service." Instead, KCTL says the Board's order merely requires KCTL to submit its operating agreement and

all other documents between KCTL and KRR governing the relationship between the parties, and that the KCTL/KRR contract is the only document. Thus, KCTL has not complied with a detailed statement of the rights and responsibilities of each entity involved in providing the service. Missing are the relationships with KCT and KCS, which are also involved in providing the service, along with bills of lading, etc. KCTL has issued tariffs, but these are simply a reissuance of KCT tariffs which, at best, apply to intraterminal movements. KCTL issued a tariff for its switching moves for the line haul carrier, see: Supp. 3 to OPSL 6000-AA, effective March 1, 2006, attached as Appendix 2. This supplement adds KCTL as a carrier (KCT is not listed in OPSL in recent years, and KRR never issued a tariff for its June 1, 2004 service). Note 305 of Appendix 2 shows that industries served by KCTL look to KCTL connections for rate making purposes through KCTL switching arrangements. KCTL is a bogus carrier. It has no operating crews, cars, or equipment, and this is illustrated in the KCTL/KRR contract. KCTL, like its parent KCT, is not an operating carrier.

7. It is clear that KRR is not now a common carrier, and was not a common carrier during the period June 1, 2004-February 28, 2006, with respect to the authority of the Board over the acquisition or operation of the involved trackage. The "involved trackage" remains the same as indicated in the February 22 notice of exemption (F.D. No. 34830, Notice, pp. 10-14, Ex. A; Switching and Maintenance Services Agreement, Ex. A). These February 14, 2006 charts replicate the Kaw River trackage, except for certain additional business east of KC Star. See: F.D. 34830, Petition for Stay, Statement of W.J. Martin, 2/27/06.

8. The acquisition and/or operation of the involved trackage is excepted under 49 U.S.C. 10906, such that it would appear unnecessary for the Board to make any determination concerning whether KRR's acquisition or operation of the trackage is as a common, or contract carrier.

Very truly yours,



Atty. for Brotherhood of Locomotive
Engineers and Trainmen.

cc: All counsel of record

FEB 24 1994

INTERSTATE COMMERCE COMMISSION

DECISION

Finance Docket No. 32238

THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY AND
GATEWAY WESTERN RAILWAY COMPANY--LEASE EXEMPTION--
KANSAS CITY TERMINAL RAILWAY COMPANY

Decided: February 17, 1994

By joint petition filed January 29, 1993, Kansas City Terminal Railway Company (KCT), The Atchison, Topeka and Santa Fe Railway Company (ATSF), and Gateway Western Railway Company (GWR) seek an exemption under 49 U.S.C. 10505 from the prior approval requirements of 49 U.S.C. 11343-45 for: (1) ATSF to lease 41.62 miles of KCT's main line and connecting tracks (Joint Tracks); and (2) GWR to lease 25.68 miles of KCT's switch and yard tracks (Switch Tracks). The lines are located within the Kansas City, MO-Kansas City, KS terminal. The Railway Labor Executives' Association, Transportation Communications International Union and United Transportation Union filed comments on behalf of employees.¹

According to the petition, KCT was organized in 1906 by the trunk-line railroads serving the Kansas City area. In 1909, KCT and its owners² entered into an operating agreement under which KCT: (1) constructed the Kansas City, MO, Union Station and certain tracks connecting the station and KCT's other railroad facilities with its owners' tracks; (2) permitted its owners to use the Joint Tracks; and (3) provided switching service and other terminal railroad services for freight and passenger operations of its owners. In addition, National Railroad Passenger Corporation (Amtrak) uses KCT tracks for access to its own tracks and station facilities.

Petitioners indicate that KCT's operations have declined in recent years due to the transfer of passenger traffic to Amtrak, the closing of Union Station, and the decrease of freight switching for shippers and consignees on the Switch Tracks. At present, KCT's operations are confined to maintaining track, signaling and dispatching trains over the Joint Tracks, and to providing limited switching service. The petitioners indicate that KCT proposes to lower its maintenance and operating costs and eliminate overhead expenses by restructuring its operations and corporate organization.

¹ On May 14, 1993, The Brotherhood of Maintenance of Way Employees, Brotherhood of Railroad Signalmen, and Sheet Metal Workers International Association (Unions) jointly filed objections to the exemption request alleging that labor protection conditions proposed by petitioners were inadequate. On January 31, 1994, however, the Unions withdrew their objections to the exemption after reaching agreements with the carriers that ameliorate their concerns and accepted labor conditions proposed by the carriers.

² KCT's current owners are: Union Pacific Railroad Company (one-fourth); Burlington Northern, Inc. (one-sixth); and ATSF, GWR, Southern Pacific Transportation Company; Kansas City Southern Railway Company; Norfolk Southern Railway Company; Chicago North Western Transportation Company; and Soo Line Railroad Company (one-twelfth each).

As part of the restructuring, KCT's owners were requested to submit bids to lease the Joint Tracks and Switch Tracks. After meetings held under auspices of the Federal Railroad Administration pursuant to 49 U.S.C. 333(d),³ KCT accepted ATSF's proposal to lease the Joint Tracks and GWR's proposal to lease the Switch Tracks. After restructuring, KCT will continue to provide train dispatching service, thus insuring that all users will have access to lines within the terminal.

ATSF's lease of the Joint Tracks requires it to maintain the tracks and improve the lines as specified by KCT. According to petitioners, ATSF will maintain the lines at lower cost and greater efficiency than KCT. The parties estimate that the lease will achieve savings of over \$1.2 million during the first 6 years. Allegedly, the lease will not change operations in the Kansas City terminal other than to improve track conditions and reduce expenses. The lease also reserves the existing operating rights of all other users over the tracks.

GWR's lease of the Switch Tracks requires it to perform reciprocal switching service at lower costs than KCT's present rates. For example, KCT's rate for reciprocal switching to or from Armco Steel/International Mill is \$300 per loaded car; GWR will charge \$200 per loaded car. For other industries, KCT currently charges \$300 per loaded car for reciprocal switching; GWR will charge \$225 per loaded car. For intraplant switching, KCT currently charges \$300 per car; GWR will charge \$275 per car. According to the parties, the GWR lease will have no effect on railroad operations. GWR has agreed to provide the same switching service currently performed by KCT, without discrimination, to maintain all of covered KCT's switching and yard tracks at their current maintenance levels, and to make upgrades when requested by KCT.

DISCUSSION AND CONCLUSIONS

Under 49 U.S.C. 11343(a)(2), prior approval by the Commission is required for a rail carrier to lease the property of another rail carrier.⁴ Under 49 U.S.C. 10505, we must exempt a transaction or service from regulation when we find that: (1) continued regulation is not necessary to carry out the rail transportation policy of 49 U.S.C. 10101a; and (2) either (a) the transaction or service is of limited scope, or (b) regulation is not necessary to protect shippers from the abuse of market power.

Detailed scrutiny of the proposed leases under 49 U.S.C. 11343-11345 is not necessary to carry out the rail transportation policy. By minimizing the administrative expense of considering these transactions, an exemption will expedite regulatory decisions and reduce barriers to entry and exit [49 U.S.C. 10101a(2) and (7)], and foster sound economic conditions and encourage efficient management [49 U.S.C. 10101a(3), (5) and 10)]. In addition, the transaction will ensure continued efficient operation of carriers using the Kansas City terminal, enhancing a sound transportation system with effective competition [49 U.S.C. 10101a(4)]. Other aspects of the rail

³ This provision authorizes the Secretary of Transportation to develop and plan various types of coordination projects among railroads including joint use of tracks.

⁴ We have also considered qua sponte whether the proposed lease of the Switch Tracks is subject to our jurisdiction. We have determined that the transaction does not fall within the joint use exception of 49 U.S.C. 10907(a) and hence is subject to our jurisdiction.

transportation policy are not affected adversely. For example, competition will be preserved by ensuring that a sound rail system continues to meet public needs and that unnecessary regulatory expenses are avoided.

The transaction is limited in scope. The transaction involves ATSF's lease of a total of 41.62 miles of Joint Tracks and GWR's lease of a total of 25.68 miles of Switch Tracks within the Kansas City terminal. The proposal involves only a change in operators; existing service and operations will not change.

Regulation is not needed to protect shippers from the abuse of market power. There is little prospect that these leases could result in market abuse stemming from lost or diminished competition. Rather, shippers would benefit by the lower switching charges of GWR and the improved and lower maintenance cost under ATSF's lease.

Employee protection. Under 49 U.S.C. 10505(g)(2), we may not use our exemption authority to relieve carriers of their statutory obligation to protect the interest of employees. Petitioners do not object to the imposition of the conditions set forth in Mendocino Coast Ry.--Lease and Operate, 354 I.C.C. 732 (1978) and 360 I.C.C. 653 (1980). These conditions are ordinarily imposed in lease transactions.

This transaction does not involve a change in carrier operations and will have no effect on historic properties. Therefore, it is exempt from environmental reporting requirements under 49 CFR 1105.6(c)(2)(i) and from historic reporting requirements under 49 CFR 1105.8(b)(1).

This action will not significantly affect either the quality of the human environment or the conservation of energy resources.

It is ordered:

1. Under 49 U.S.C. 10505, we exempt from the requirements of 49 U.S.C. 11343-11345 the lease by ATSF and GWR of the above-described lines subject to the employee protection conditions in Mendocino Coast Ry.--Lease and Operate, 354 I.C.C. 732 (1978) and 360 I.C.C. 653 (1980).

2. Notice will be published in the Federal Register on March 27, 1994.

3. This exemption is effective March 27, 1994.

4. Petitions for stay must be filed by March 7, 1994. Petitions to reopen must be filed by March 17, 1994.

By the Commission, Chairman McDonald, Vice Chairman Phillips, Commissioners Simmons and Philbin.

Sidney L. Strickland, Jr.
Secretary

(SEAL)

SUPPLEMENT 3

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CHANGES IN LIST OF OPSL PARTICIPATING CARRIERS

Road Name (SCAC, R260)

ADD

HAINESPORT INDUSTRIAL RAILROAD LLC (HIRR - 947)

KANSAS CITY TRANSPORTATION CO LLC (KCTL - 976)

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Amends pages 25 to 626 of Tariff, and supersedes corresponding provisions therein.

This section, as well as the Geographical Section, show station names, OPSL Note numbers, etc., as changed.

Numbers in parentheses refer to notes. For complete explanation see the Notes section of the Tariff and/or effective supplements.

ADDS

UNITED STATES

STATION	COUNTY	RULE 260	RR	OPSL	FSAC	SPLC	TYPE	NATIONAL RATE BASIS	SWITCH LIMIT CITY	RATE ZIP
INDIANA										
EEL	CASS		LER	11	11	366251	OR			46947
KANSAS										
KANSAS CITY (1-305)	WYANDOTTE	KANCY	KCTL	6	6	581520	OR	KANSAS CITY, KS	KANSAS CITY, MO	66110
MISSISSIPPI										
LONG BEACH (1-22-3000-3489)	HARRISON		CSXT	14225	49353	488892	OR	GULFPORT, MS		39560
MISSOURI										
KANSAS CITY (1-305)	JACKSON	KCITY	KCTL	5	1	566900	OR	KANSAS CITY, MO		64108
NEW JERSEY										
HAINESPORT	BURLINGTON	HANSP	HIRR	947	947	197147	OR			08036
HAINESPORT	BURLINGTON	HANSP	NS	60867	75272	197147	OR	MOORESTOWN, NJ		08057
WASHINGTON										
CHEHALIS (19)	LEWIS	CHEHA	PSAP	14100	17000	849150	OR	CHEHALIS, WA		98532

MEXICO

STATION	COUNTY	RULE 260	RR	OPSL	FSAC	SPLC	TYPE	NATIONAL RATE BASIS	SWITCH LIMIT CITY	RATE ZIP
VERACRUZ-Llave										
POTRERO	AMATLAN DE LOS REYES		CGR	26	26	979187	OR			94950
TIERRA BLANCA	TIERRA BLANCA		FXE	8950	6022	979336	OR			92770

VERACRUZ-Llave

EXPIRES

UNITED STATES

STATION	COUNTY	RULE 260	RR	OPSL	FSAC	SPLC	TYPE	NATIONAL RATE BASIS	SWITCH LIMIT CITY	RATE ZIP
IDAHO										
GAY	BINGHAM		UP	6382	4490	835285	OR	POCATELLO, ID		83201
OHIO										
FERNALD (1-3000-3489)	HAMILTON		CSXT	68915	86821	359833	OR	HAMILTON, OH		45030

CANADA

STATION	COUNTY	RULE 260	RR	OPSL	FSAC	SPLC	TYPE	NATIONAL RATE BASIS	SWITCH LIMIT CITY	RATE ZIP
BRITISH COLUMBIA										
BRIGHOUSE			CPRS	5120	9785	093847	OR	VANCOUVER, BC	VANCOUVER, BC	V6B3P7
ONTARIO										
BLENHEIM (1-3000-3489)			CSXT	73450	85107	049268	OR			N0P1A0
CREIGHTON			CPRS	1700	4175	051917	OR			P0M2M0

MEXICO

STATION	COUNTY	RULE 260	RR	OPSL	FSAC	SPLC	TYPE	NATIONAL RATE BASIS	SWITCH LIMIT CITY	RATE ZIP
HIDALGO										
SAN LORENZO (1-1135)	HUICHAPAN	SALOR	TFM	7255	54322	952064	OR			42400

HIDALGO

CHANGES

UNITED STATES

STATION	COUNTY	RULE 260	RR	OPSL	FSAC	SPLC	TYPE	NATIONAL RATE BASIS	SWITCH LIMIT CITY	RATE ZIP
ILLINOIS										
WOODDALE	DUPAGE		CPRS	7358	4547	381842	OR		BENSENVILLE, IL	60191
KANSAS										
SUNFLOWER	WYANDOTTE		UP	2435	2055	581596	OR	OLATHE, KS	BONNER SPRINGS, KS	66012
MONTANA										
SPRING GULCH (3200)	MINERAL		BNSF	4585	87662	714537	HOR			59872
NEW JERSEY										
BARRINGTON	CAMDEN	BRNGT	NS	60895	75172	198145	OR	PHILADELPHIA, PA		08007
BRADDOCK	CAMDEN	BRDCK	NS	60905	75174	198266	OR	WINSLOW JCT, NJ		08037
FOLSOM	ATLANTIC	FOLSM	NS	60620	75137	199103	OR	WINSLOW JCT, NJ		08037
HADDON HEIGHTS	CAMDEN	HADHT	NS	60890	75171	198157	OR	PHILADELPHIA, PA		08035
OAKLYN	CAMDEN	OAKYN	NS	60885	75170	198169	OR	PHILADELPHIA, PA		08107
WILLIAMSTOWN JCT.	CAMDEN	WILJU	NS	60900	75173	198258	OR	WINSLOW JCT, NJ		08009
WINSLOW JCT.	CAMDEN	WNSJC	NS	60910	75175	198295	OR	WINSLOW JCT, NJ		08095
TEXAS										
POINT COMFORT (1-3100)	CALHOUN	PTCFT	PCN	10	10	688117	OR	PORT LAVACA, TX		77978

CANADA

STATION	RULE 260	RR	OPSL	FSAC	SPLC	TYPE	NATIONAL RATE BASIS	SWITCH LIMIT CITY	RATE ZIP
ALBERTA									
ALTARIO		CN	82002	82002	083117	HOR			TOC0E0
BIG VALLEY		CN	81954	81954	082226	HOR			TOJ0G0
BLUMENEAU		CN	81980	81980	083155	HOR			TOC0N0
BOTHA		CN	81982	81982	083153	HOR			TOC0N0
CASTOR		CN	81988	81988	083143	HOR			TOC0X0
COMPEER		CN	82004	82004	083115	HOR			TOC1A0
CONSORT		CN	81996	81996	083125	HOR			TOC1B0
CORONATION		CN	81992	81992	083135	HOR			TOC1C0
DONALDA		CN	82056	82056	083896	HOR			TOB1H0
EDBERG		CN	82052	82052	083891	HOR			TOB1J0
FLEET		CN	81990	81990	083141	HOR			TOC0X0
GADSBY		CN	81984	81984	083151	HOR			TOC1K0
HALKIRK		CN	81986	81986	083147	HOR			TOC1M0
KIRRIEMUIR		CN	82000	82000	083119	HOR			TOC1R0
MEETING CREEK		CN	82054	82054	083893	HOR			TOB2Z0
METIS		CN	89202	89202	088210	HOR			TOH2W0
MONITOR		CN	81998	81998	083123	HOR			TOC1B0
MORRIN		CN	81962	81962	082239	HOR			TOJ2B0
RED WILLOW		CN	82058	82058	083897	HOR			TOB3V0
ROWLEY		CN	81960	81960	082237	HOR			TOJ2X0
RUMSEY		CN	81958	81958	082235	HOR			TOJ2Y0
SCOLLARD		CN	81956	81956	082231	HOR			TOJ0G0
STARLAND		CN	81964	81964	082241	HOR			TOJ2B0
STETTLER		CN	81978	81978	083160	HOR			TOC2L0
VETERAN		CN	81994	81994	083129	HOR			TOC2S0
VIEWPOINT		CN	82050	82050	083886	HOR			TOB1J0
WARDEN		CN	81950	81950	082220	HOR			TOC2L0
NORTHWEST TERRITORIES									
HAY RIVER		CN	89362	89362	001412	HOR			X0E0R1

NORTHWEST TERRITORIES

CHANGES

CANADA

STATION	RULE						NATIONAL RATE BASIS	SWITCH LIMIT CITY	RATE
	260	RR	OPSL	FSAC	SPLC	TYPE			ZIP
ONTARIO									
COURTRIGHT (1-22-3000-3489)	CRTRG	CSXT	73550	85955	049915	OR	NON1H0



GEOGRAPHICAL SECTION

Carriers in this Section are arranged in alphabetical order.

Stations under each carrier are arranged in order by OPSL number. This section includes freight stations only.

Amends pages 627 to 828 of Tariff, and supersedes corresponding provisions therein.

This section, as well as the Alphabetical Section, show station names, OPSL Note numbers, etc., as changed. For more detail on changes, reference the Alphabetical Section.

Numbers in parentheses refer to notes. For complete explanation see the Notes section of the Tariff and/or effective supplements.

BNSF RAILWAY COMPANY (BNSF - 777)				
CHG	OPSL	FSAC	TYPE	STATION (NOTE NUMBERS)
C	4585	87662	HOR	SPRING GULCH (3200)

CANADIAN NATIONAL RAILWAYS (CN - 103)				
C	81950	81950	HOR	WARDEN
C	81954	81954	HOR	BIG VALLEY
C	81958	81956	HOR	SCOLLARD
C	81958	81958	HOR	RUMSEY
C	81960	81960	HOR	ROWLEY
C	81962	81962	HOR	MORRIN
C	81964	81964	HOR	STARLAND
C	81978	81978	HOR	STETTLER
C	81980	81980	HOR	BLUMENEAU
C	81982	81982	HOR	BOTHA
C	81984	81984	HOR	GADSBY
C	81986	81986	HOR	HALKIRK
C	81988	81988	HOR	CASTOR
C	81990	81990	HOR	FLEET
C	81992	81992	HOR	CORONATION
C	81994	81994	HOR	VETERAN
C	81996	81996	HOR	CONSORT
C	81998	81998	HOR	MONITOR
C	82000	82000	HOR	KIRRIEMUIR
C	82002	82002	HOR	ALTARIO
C	82004	82004	HOR	COMPEER
C	82050	82050	HOR	VIEWPOINT
C	82052	82052	HOR	EDBERG
C	82054	82054	HOR	MEETING CREEK
C	82056	82056	HOR	DONALDA
C	82058	82058	HOR	RED WILLOW
C	89202	89202	HOR	METIS
C	89362	89362	HOR	HAY RIVER

CANADIAN PACIFIC RAILWAY (CPRS - 105)				
E	1700	4175	OR	CREIGHTON
E	5120	9785	OR	BRIGHOUSE
C	7358	4547	OR	WOODDALE

CENTRAL GULF RAILWAY INC (CGR - 173)				
A	26	26	OR	POTRERO

CSX TRANSPORTATION (CSXT - 712)				
A	14225	49353	OR	LONG BEACH (1-22-3000-3489)
E	68915	86821	OR	FERNALD (1-3000-3489)

CSX TRANSPORTATION (CSXT - 712)				
CHG	OPSL	FSAC	TYPE	STATION (NOTE NUMBERS)
E	73450	85107	OR	BLENNHEIM (1-3000-3489)
C	73550	85955	OR	COURTRIGHT (1-22-3000-3489)

FERROCARRIL MEXICANO S A DE C V (FXE - 291)				
A	8950	6022	OR	TIERRA BLANCA

HAINESPORT INDUSTRIAL RAILROAD LLC (HIRR - 947)				
A	947	947	OR	HAINESPORT

KANSAS CITY TRANSPORTATION CO LLC (KCTL - 976)				
A	5	1	OR	KANSAS CITY (1-305)
A	6	6	OR	KANSAS CITY (1-305)

LOGANSPORT & EEL RIVER SHORT-LINE CO INC (LER - 304)				
A	11	11	OR	EEL

NORFOLK SOUTHERN RAILWAY COMPANY (NORFOLK SOUTHERN) (NS - 555)				
C	60620	75137	OR	FOLSOM
A	60867	75272	OR	HAINESPORT
C	60885	75170	OR	OAKLYN
C	60890	75171	OR	HADDON HEIGHTS
C	60895	75172	OR	BARRINGTON
C	60900	75173	OR	WILLIAMSTOWN JCT
C	60905	75174	OR	BRADDOCK
C	60910	75175	OR	WINSLOW JCT

POINT COMFORT & NORTHERN RAILWAY COMPANY (PCN - 651)				
C	10	10	OR	POINT COMFORT (1-3100)

TFM S A DE C V (TFM - 857)				
E	7255	54322	OR	SAN LORENZO (1-1135)

THE PUGET SOUND & PACIFIC RAILROAD COMPANY A DIVISION OF THE ARIZONA & CALIFORNIA RAILROAD CO LP (PSAP - 640)				
CHG	OPSL	FSAC	TYPE	STATION (NOTE NUMBERS)
A	14100	17000	OR	CHEHALIS (19)

UNION PACIFIC RAILROAD COMPANY (UP - 802)				
C	2435	2055	OR	SUNFLOWER
E	6382	4490	OR	GAY

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EXPLANATION OF NOTES

Amends pages 909 to 979 of Tariff, as amended, and supersedes corresponding provisions therein.

Reference should not be made to the Alphabetical - Freight section for the effective date of changes in these notes.

- 305** Industries served by the KCTL located at stations referring to this note are open to connections of the KCTL for direct rate making purposes through switching arrangements with the KCTL. All other communications regarding the KCTL should be directed to:

Kansas City Transportation Co LLC
4501 Kansas Avenue
Kansas City, KS 66106
Tel: (913) 551-2186
Fax: (913) 551-2167